



Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 12

December 1997

Jim Coyne to Kick-off Aviation Conference

James K. Coyne, President, National Air Transportation Association (NATA), will speak at the kick-off lunch at the Montana Aviation Conference. The conference is being held February 26–28, 1998, at the Holiday Inn in Billings.

The National Air Transportation Association, representing nearly 2,000 large and small aviation businesses, selected James K. Coyne as its president in April 1994. Prior to joining NATA, Mr. Coyne had a distinguished career as a representative in the U.S. Congress, a member of the White House senior staff, successful businessman, teacher, author and association executive. For the past 20 years, he has been an active pilot with instrument and multi-engine ratings. He flies 200+ hours a year in his 1966 Beechcraft C-Baron.

Born in Farmville, Virginia, and raised in suburban Philadelphia, he holds a B.S. degree from Yale and an M.B.A. from Harvard. During the 1970s he was a faculty member at the Wharton School (Univ. of Penn.) and the CEO of a family business in Philadelphia (Coyne Chemical Company). He defeated an entrenched incumbent congressman in 1980, and was soon recognized as one of the leaders of the new representatives who came to Washington that year. Narrowly defeated after post-redistricting elections in 1982, he was then chosen to serve in the White House as a Special Assistant to President Ronald Reagan and Director of the Office of Private Sector Initiatives.

Since leaving the White House in 1985, he has been widely recognized as an author, consultant, and association executive. He has been President of the American Con-



sulting Engineers Council, founder and President of the American Tort Reform Association, founder and president of Americans to Limit Congressional Terms, and the author of two books on congressional reform. He has also been a director of numerous private and public corporations, including the Association of Former Members of Congress. As president of First Washington Management Group from 1990 to 1994, he helped scores of associations and trade groups build programs to improve their management, marketing, and effectiveness in government relations.

His love for and commitment to aviation has been an important facet of his professional and private life. Two business airplanes helped him to expand his business significantly in the 1970s. He flew from Washington to Pennsylvania several times each week during his term in Congress, helping him stay in touch with his constituents. As an association professional,

consultant, and political advocate, general aviation has helped him get his message to 38 state capitals and also bring hundreds of citizen-lobbyists to Washington.

Jim Coyne lives in McLean, Virginia, with his wife, Holly, an instrument-rated pilot, and their three children, Sandy, Kate and Michael. His Baron is called "One-Two-Tango."

Make plans now to attend the kick-off luncheon. Reservations must be made prior to conference start for the Thursday lunch.



A young aviator takes her turn at the controls during an aviation field trip to Montana Aeronautics. Helen Wooley's kindergarten class from Kessler School in Helena watched a video, "Jay Jay's First Flight," and learned the importance of filing a flight plan. Then, a preflight of the Montana Aeronautics Cessna T41 and, the highlight of the morning, taking a turn at the Cessna's controls.

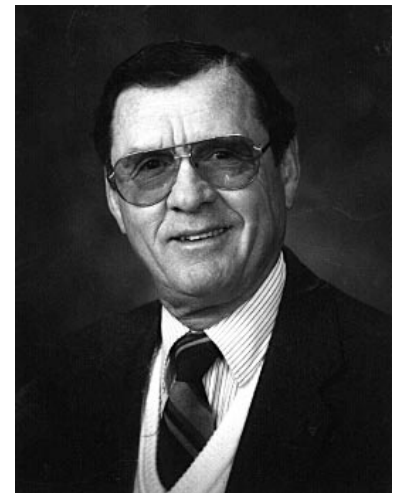
Administrator's Column

Air Tour Hearing: The U.S. House Aviation and National Parks and Resources subcommittees held a joint Congressional hearing in St. George, Utah, on November 17, 1997. Representative John Duncan (Tenn) and Representative Jim Hansen (Utah), chairmen of these respective subcommittees, both expressed doubt over whether air tours impose a significant noise problem over national parks. Rep. Hansen stated that "perceived problems with safety and 'natural quiet' caused by air tour overflights above national parks" have been an issue for more than two decades and cited as an example Grand Canyon National Park. "In 1993 there were 56 complaints and in 1995 only 26 complaints with approximately five million visitors in both years. Despite this data, however, the Park Service and environmental groups still question the effectiveness of (current regulations), that is, did they substantially restore 'natural quiet' to the park?" Rep. Duncan also mentioned the small number of complaints at Grand Canyon National Park verses the number of visitors and questioned whether the situation is really a problem. Rep. Hansen emphasized the need to strike a balance and said the recommendations of the National Parks Overflights Working Group are due soon "and may help in the development of a national policy on park overflights." The departments of Transportation and Interior formed the nine-member NP Overflight Working Group to study the issues and facts and come to a general consensus in developing recommendations on national park overflight regulations. Although the environmentalists testifying did not agree, the other groups testifying agreed that any legislation should await the recommendations of the NP Overflights Working Group. The environmental groups were skeptical, fearing that the recommendations will not go far enough to address their "natural quiet" concerns. Barry Valentine, FAA Acting Deputy Administrator, and Jacqueline Lowey, National Park Service Deputy Director, both testified and agreed that the FAA should retain authority over the nation's airspace. Lowey stated that "the National Park Service has the author-

ity and responsibility to assess the impact of overflights on park resources and the visitor experience, the FAA must determine the efficiency and safety of all airspace management proposals."

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New Jet Fuel Tax Called Bizarre: General Aviation (GA) groups call the new 24.4 cent jet fuel tax "bizarre even by Washington standards." In the November issue of "Montana and The Sky", I reported on this new tax as being included in the Taxpayer Relief Act of 1997 passed by Congress and effective July 1, 1998. This is actually a highway transportation tax but includes all undyed kerosene, and apparently the IRS plans to treat jet fuel the same as kerosene. The IRS requested the tax to stop diesel fuel retailers from diluting diesel fuel with untaxed kerosene to save money. The tax on jet fuel is effective unless it is purchased from an "approved" fuel terminal which offers both dyed kerosene and dyed diesel. The IRS will be providing a rebate to those jet fuel purchasers who pay the 24.4 cent per gallon tax. Ed Bolen president of General Aviation Manufacturers Association called the tax "absurd," and it poses administrative burdens on both the users as well as the IRS. Andrew Cebula, vice-president of the National Air Transportation Association stated, "It's going to be a nightmare, an absolute nightmare." The American Petroleum Institute (API) has requested from the IRS overall relief from the tax measure and is also working with Congressional members and staffs who recognize that the mandate is overreaching. API said "it also creates complicated tax and refund problems for the commercial airline industry as well as the general aviation industry. This mandate will not only impact the working capital needs of those affected, it will also greatly expand the number and complexity of refund claims the service must process, thereby creating an additional administrative burden for the service." The groups hope to get Congressional relief prohibiting the IRS from imposing the kerosene tax on jet fuel prior to the July 1, 1998, effective date.



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CERTIFIABLY INSANE

By: James K. Coyne, President, National Air Transportation Association
(Reprinted with permission)

As the owner and operator of a private aircraft for nearly 25 years, I've always had to endure probing questions from "ordinary" civilians who seemed to question my mental health. Not far beneath the surface of their friendly queries, their exaggerated fears, and their fundamental ignorance of all things aerodynamic, there lurked a deep-seated suspicion that I was as crazy as Daedalus.

Fortunately, we SKY King types have learned to surround ourselves with like-minded folk who share our idiosyncrasies: fellow pilots, mechanics, jet jockeys, ramp rats, and even our friends at the FSDO who, while not always on our side perhaps,

could at least be sympathetic allies in our ongoing battles with gravity. Lately, however, those FAA folks are receiving new marching orders and many of them, especially the newest recruits, are pursuing some truly nutty policies that are driving us all mad! Before long,

I'm afraid, we'll have to add Prozac to our minimum equipment list. Simply put, the FAA's certification policies don't make sense. On the one hand, they call us their "customers" and preach renewed faith in "customer service," but when we ask them for a simple field approval to allow installation of a new FMS, an air ambulance interior, or an updated cargo conversion, we're suddenly told our engineering drawings can't be trusted, our DERs are prejudiced or unqualified, and our timetable and economic imperative are irrelevant. We may be the customers, but they're the boss!

As with most FAA policies, two common flaws are manifest: First, airline-related procedures and standards are often indiscriminately applied to all other classes of operators without any analysis or justification; second, no consideration is given to the tremendous economic burdens that costly bureaucratic paperwork and

lengthy delays place on small aviation businesses and their customers. Furthermore, the FAA seems oblivious to the inevitable consequence of tightening the certification noose around the necks of small aircraft owners: operators who find themselves near the end of their financial rope will defer needed aircraft improvements or, worse yet, rely on uncertificated equipment. In the end, safety will suffer, costs will rise, and everyone will lose.

Of course, we're not the only ones who will have to pay the bill as certification and modification costs explode. What will it cost the FAA to hire hundreds of new examiners and engineering experts to support an overburdened and poorly-managed STC

system? Can they, in fact, find and attract the people they'll need even with an unlimited budget—and will they be qualified? Who will train—and will they know the difference between a 727 and a 402?

Economies around the world learned the shortcomings of centralized bureaucracies over this past century, and almost everyone has come to appreciate the public benefits of deregulation in everything from phone calls to airlines to trash collection. Now, more than ever, we need to foster and promote a more dynamic aviation industry, unfettered by the chains of slow and plodding certification regulations. Instead, the FAA is going in the opposite direction, using its arsenal of NPRMs, Ads and inspectors handbook changes to dramatically increase their firepower, while ignoring the collateral damage from their regulatory attacks.

One result has been the appearance of two vastly different new product development tracks in the aviation industry. One track succumbs to the burdens of FAA certification, producing products that often reach the marketplace with too little, too

Calendar

December 6—Montana Pilots Association (MPA) State Board Meeting, Yogo Inn, Lewistown.

December 6—Lewistown MPA Hangar Christmas Party, Yogo Inn, Lewistown.

January 19–21—AMAA Annual Convention, Heritage Center Inn, Great Falls. Call Mike at 566-2236 or Darrold at 355-4954.

February 13–14—Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

February 26–28—Montana Aviation Conference, Holiday Inn, Billings.

March 12–14—Women in Aviation Conference, Denver, CO (937)839-4647.

April 1–3—NATA/PAMA Supershow, Kansas City, MO (703)845-9000.

late. The other track tries to circumvent the FAA, producing the kind of "velcroware" avionics equipment and software that is seen in more and more cockpits, able to quickly exploit the rapid changes in today's computer and telecommunication industries, but unable to overcome the hurdles of an unmotivated and leaden bureaucracy. There has got to be a better way!

Maybe it's the FAA that needs the Prozac, or at least a diet pill or two. Perhaps there's a clinic somewhere for the treatment of compulsive regulatory disorders (CRDs) that could help the FAA with a seven-step readjustment program. With careful diet, regular exercise, and frequent visits to small airports, they would learn that there is a healthy, alternative lifestyle with lower levels of STC and AD in their bureaucratic blood (with careful attention to the ration of "good" NPRMs to "bad" NPRMs). A key goal of their therapy and evidence of successful treatment would be the realization that aviation businesses can be trusted, that we're all working together to improve the health of American aviation, that more certification standards won't necessarily mean more safety, and that those of us trying to make a living in aviation aren't daft, demented or deranged—yet.



EAS Air Tour



Senator Walt McNutt, Sidney's EAS representative, welcomes the group to Sidney. At each stop members of the community were invited to the airport for a tour of the new aircraft conducted by Big Sky Airline Captain Darryl Papineau and First Officer Denim Yarger.



Big Sky Airlines introduced its new expanded service and Metroliner 3 aircraft by conducting fly-around meetings at the seven essential air service communities it serves. On board the aircraft were representatives from Big Sky Airlines, Senator Baucus and Burns offices, the Governor's Essential Air Service Task Force, Department of Transportation and Montana Aeronautics. Sharon Peterson, State Director for Senator Max Baucus, center, leads those departing the aircraft for a breakfast meeting at Miles City. The aircraft departed for Glendive where it was greeted by a group of supporters at a gathering at the airport.



Essential Air Service Chairman John Rabenberg explains the new funding mechanism for the essential air service program at Wolf Point. Foreign air carriers will be assessed a foreign overflight fee for use of United States airspace which will fund essential air service.



Craig Denney of Big Sky Airlines thanks those in attendance at Glasgow where the group was hosted to an airport open house and special dinner. At each stop community support was generous in appreciation for Big Sky's level of commitment to the community and the EAS program.



Jim Currie, Chief of Staff, Department of Transportation, brought greetings and support from the Department and Governor Racicot. At Lewistown, Jim spoke of the importance of the EAS program to the overall transportation system to Montana and the United States.



At left, Dwight MacKay, State Director for Senator Conrad Burns, visits with Representative Toni Hagener at Havre. The Havre High School Marching Band was on hand when Big Sky Airlines arrived at Havre with a special musical greeting and "red carpet" treatment. Thank you to each community for your hospitality and to all of you who helped make each stop memorable.

Thanks to Mike Strand

Mike Strand and Montana aviation go hand in hand. Mike and Marilyn Strand, owners and operators of Strand Aviation in Kalispell for the past 30 years, have made aviation their way of life—raising a family at the Kalispell City Airport.

Mike learned to fly in the Army 44 years ago and became a flight instructor at Fort Rucker, Alabama. The Army National Guard brought Mike and his family back to Montana. It wasn't long before Mike bought a Cessna 150 and started his own flying service in Kalispell. Over the years Mike has taught over 1,000 students, has flown forest service contracts and charter flights. Mike knows the Montana mountains and he



Mike and Marilyn Strand enjoy the Kalispell fly-in.

1998 Annual Mechanics IA Renewal Seminar

The 1998 IA renewal seminar will once again be held in conjunction with the statewide aviation conference, at the Holiday Inn in Billings, February 26–28.

Speakers from all areas of the aviation industry will give informative presentations that will be helpful to all mechanics. Tentative speakers include:

Frank Gurko—Champion Products
Loren Lemen—Continental Products
Roger Fuchs—Engine Components NorthWest
Karl Stuhmer—Raytheon
Tim McGinnis—MAC Engines
Butch Hartwig—Hartwig Fuel Cells
Sandi Schickel—Parker Hannafin
Steve Vold—Aerotronics
Mike Barnett—Aircraft Fuel Metering
Bruce Ryerson—FAA FSDO Helena

If you have any questions about the seminar, please contact Mike Rogan at the Montana Aeronautics Div., (406) 444-2506.

is an expert as mountain flyers go. Mike helped to pioneer the annual Mountain Search Pilot Clinic and, up until just a few years ago, was one of the mountain search pilot instructors.

We at Montana Aeronautics appreciate the years that Mike has been the search and rescue coordinator for District #2. Mike has coordinated searches for numerous ELT's and missing aircraft. Two Canadians feel they are very lucky to be alive due to Mike and fellow searcher observer Jim Fleming's search efforts back in October of 1985. Lyle Kallis and Ken Embury crashed a Cessna 182 on a snowy mountain in Glacier National Park in the Trapper Creek drainage and suffered minor injuries. Their survival gear included insulated coveralls, down sleeping bag, down parka, orange tarp and matches. The snow was about a foot deep and the plane wreckage was on a rocky slope. Though Kallis and Embury were many miles from help, rescue was on the way. A satellite picked up the Cessna 182's ELT and plotted the wreckage within a 10 mile radius. Montana Aeronautics Division was notified of the ELT's approximate location and Mike Strand the Divisions's search coordinator prepared to fly. The ELT's signal and the orange tarp contributed to a successful find, a rescue helicopter from Malmstrom Air Force Base in Great Falls led by Mike Strand was able to land within 30 yards of the two men. Kallis and Embury were helped aboard the helicopter

Refractive Surgery and the Pilot

Refractive surgery has become increasingly popular in the United States in recent years. The goal of refractive surgery is to provide clear distance vision with less—or no—dependence on glasses or contact lenses. Vision is obviously important in all aspects of flying. Aviators frequently ask whether this type of surgery is effective in correcting vision and, of equal importance, if it is permissible for the medical certification of pilots.

As long as the visual requirements are met, refractive surgery is approved by the FAA for all classes of airman medical certification. However, because of the many potential side effects and its long term instability, refractive eye surgery is not



Senator Max Baucus visits with Mike Strand while cooking dinner at the Schafer Meadows annual work session.

and transported to the Kalispell hospital where they were treated and released.

After many years of volunteer service as coordinator of District #2, Mike Strand is stepping down. He leaves the Division in the best of hands with Ray Sanders the assistant coordinator agreeing to step up, and Bill Werner of Columbia Falls agreeing to assist Ray in this important job. Mike, who recently sold his business (Strand Aviation), plans a bit of retirement, but will continue to be an important part of Montana aviation, assisting Ray Sanders and Bill Werner with search and rescue. We at the Aeronautics Division know that we will find Marilyn and Mike both helping at the Schafer Meadows work sessions and attending the many aviation events held in our great aviation state. Thank you, Mike.✈

currently an acceptable means of visual correction among aviators in the U.S. armed forces. Applicants for flight training in any branch of the military services who have had this surgery will not be accepted. Most commercial airlines are presently reluctant to hire airmen who have had refractive eye surgery. A history of refractive eye surgery must be acknowledged on the medical application, and evidence from previous refractive eye surgery can be easily detected on a complete eye examination. For the professional pilot, refractive eye surgery is not a good option at the present time.

If you are contemplating refractive eye surgery be sure to consult with your aviation medical examiner. ✈

CHALLENGE EDUCATION WITH AVIATION

A Montana Aviation Education Conference for Teachers

February 26, 27 & 28, 1998

Holiday Inn- Billings, MT

Open to the first 30 teachers to register. The aviation education conference will be a hands-on aviation curriculum. Programs are designed specifically for teachers. Saturday's session will include orientation flights (weather permitting). The teachers' conference will be held in conjunction with a statewide aviation conference, with nationally recognized aviation speakers, banquets, a hangar dance and aviation displays and activities.

Teacher renewal credit units have been approved through the Professional Development Inservice.

The conference fees will be waived to the first 30 teachers to register. You will be responsible for motel fees (reduced rates for the Montana Aviation Conference) and meal tickets should you desire to attend the aviation conference banquets and dances.

Tear off and mail the registration form in today.

Any additional questions contact:

Jeanne Lesnik, Montana Aeronautic Division

(406) 444-2506, Email U5245@long.mdt.mt.gov

Return to:

Montana Aeronautics

Attn: Jeanne Lesnik

P.O. Box 5178, Helena, MT 59604

Please type or print

Name of Participant (for name tag) _____

School _____ Grade you teach _____

Address _____

Phone _____

CHALLENGE AVIATION

Presents

AVIATION CAREERS FOR HIGH SCHOOL STUDENTS

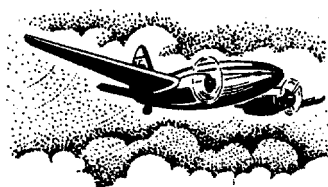
Montana Aviation Conference invites interested high school students to an aviation careers program. Aviation professionals will present a panel discussion of the "ins and outs" of aviation careers with time for questions from you. The panels will include, Airlines/Airports, Instructor/Aviation Education Careers, General and Cooperative Aviation, and Government Aviation Careers.

DATE: February 27, 1998

TIME: 1-3PM

PLACE: Holiday Inn, Billings, MT

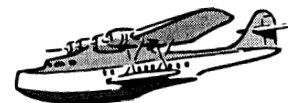
This program is free of charge. Please RSVP by February 15, 1998



Montana Aviation Conference

Feb. 26-28, 1998

Holiday Inn-Billings



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NATIONALLY RECOGNIZED SPEAKERS
AVIATION INDUSTRY EXHIBITS
PANELS AND SEMINAR SESSIONS
TEACHER WORKSHOP SESSIONS
AVIATION CAREERS FOR STUDENTS
FAA QUESTION AND ANSWER SESSION
THURSDAY EVENING—DR. JERRY COCKRELL

NEW THIS YEAR: Takeoff to Landing Package—All Inclusive Registration + Meals = SAVINGS!
Those who preregister are eligible for a special drawing!

ROOM RESERVATIONS: Rooms have been blocked at the Holiday Inn (406)284-7701

MEALS: MUST BE reserved 48 hours in advance; Thursday Kick Off Luncheon must be reserved prior to the Conference.

1998 CONFERENCE CO-SPONSORS
MAMA, MPA, MAAA
MONTANA AERONAUTICS DIVISION
Tear off and mail registration today.

MONTANA AVIATION CONFERENCE ★ FEBRUARY 26-28, 1998

MAIL TO:
 Montana Aviation Conference
 P.O. Box 5178
 Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS & PHONE _____

YOUR ORGANIZATION AFFILIATION:
 (choose one only for name tag)

MPA _____ MATA _____ MFF _____
 MAMA _____ 99S _____ MAAA _____
 EAA _____ AMAA _____ CAP _____
 MSPA _____ OTHER _____

PLEASE MAKE THE FOLLOWING RESERVATIONS
 NOTE: Meal tickets must be purchased 48 hours in advance.

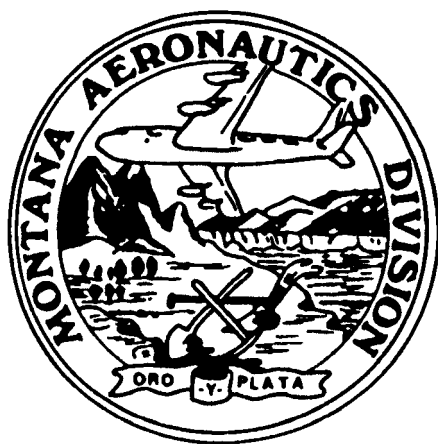
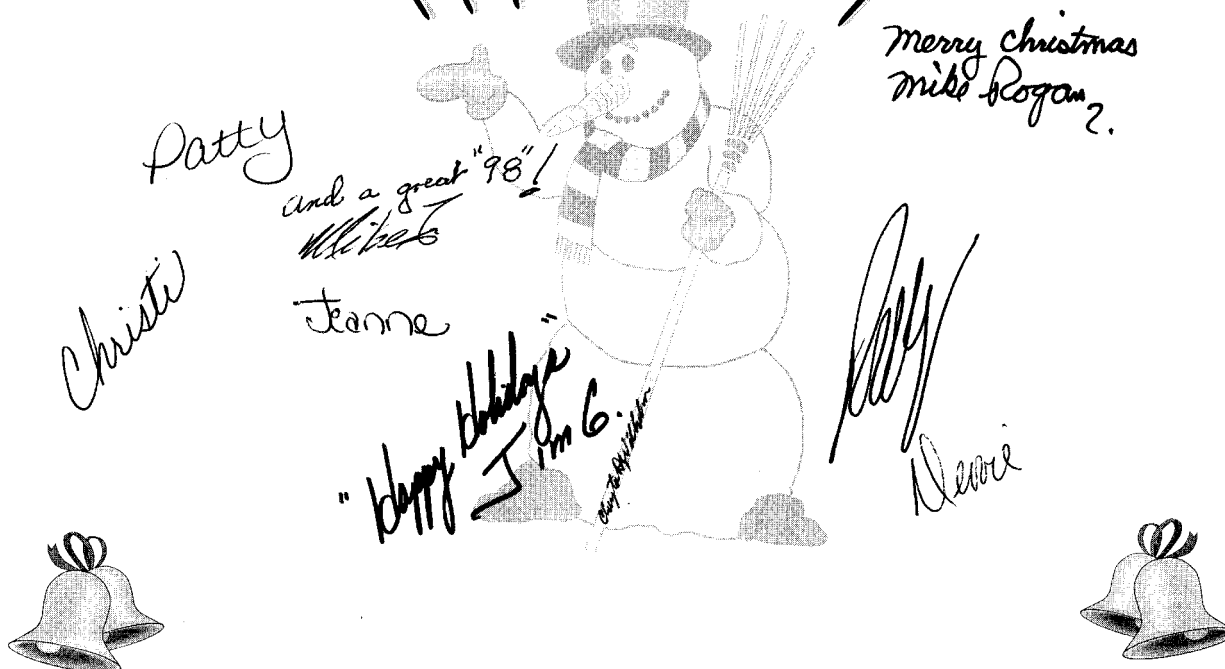
TAKEOFF TO LANDING PACKAGE
 (INCLUDES REGS. & ALL MEALS)
 _____ @ \$85/PERSON \$ _____
 _____ \$150/PERSON/SPOUSE \$ _____

-OR- Reg. Fee _____ @ \$35/person \$ _____
 _____ @ \$45/family \$ _____
 *Thursday Luncheon _____ @ \$10 \$ _____
 Friday Luncheon _____ @ FREE \$ -0-
 Friday Dinner/Dance _____ @ \$10 \$ _____
 Saturday Luncheon _____ @ \$10 \$ _____
 Saturday Banquet _____ @ \$25 \$ _____
TOTAL \$ _____

MAKE CHECK PAYABLE TO:
MONTANA AERONAUTICS DIVISION

★ RESERVATION MUST BE MADE PRIOR TO THE CONFERENCE FOR THURSDAY LUNCHEON ★
REFUNDS MUST BE REQUESTED BY MARCH 16, 1998. NO EXCEPTIONS.

 **Happy Holidays!** 



December 1997

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